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London and River Plate Bank

(LIMITED)

London, Buenos Ayres, Montevideo, Rosario, and Cordoba.

Authorized Capital..... £2,000,000

Subscribed Capital..... £1,000,000

Reserve Fund..... £1,000,000

Offices in Buenos Ayres: CORNER OF CALLE PIEDAD AND RECONQUISTA

Current Accounts opened with Commercial Firms and private individuals.

Customers have the advantage of having approved bills discounted, of obtaining loans upon Negotiable Securities, of Depositing Bills, of Payment, and of Collection—subject to a Conventional Commission.

The Bank receives deposits either at sight, with interest, or at thirty days' notice, at the market value of money, the Bank notifying any change in rates, by Advertisement in the principal daily papers.

Letters of Credit issued to parties travelling abroad.

Letters of Credit issued to parties for the purpose of purchasing goods in Europe, the United States, and elsewhere, which can be ascertained on application to the Bank.

Parties wishing to bring out funds to the River Plate, can do so through the medium of the Bank's current account, or by the following places:

London, Add the principal towns of ENGLAND, SCOTLAND, and IRELAND

Antwerp, Amsterdam, Berlin, Bremen, Hamburg, Lyons, Madrid, Milan, Marseilles, Moscow, Naples, Paris, Petrograd, Rome, St. Petersburg, Vienna, Zurich.

And on many other towns in Italy.

Barcelona, Bilbao, Cadiz, Cienfuegos, Colon, Genoa, Havana, Lima, Liverpool, Manzanillo, Mexico, Montevideo, New York, Panama, Pinar del Rio, Port-au-Prince, Rio de Janeiro, Santiago de Cuba, Santos, Sao Paulo, Valparaiso, Yokohama.

And on many other towns in Europe.

London & B. Plate Bank (LIMITED)

CALLE DE LA PIEDAD

(Corner of Calle de la Reconquista).

The rates of interest allowed and charged by the Bank will be as follows, till further notice:

MONEDA CORRIENTE.

On deposits in account current..... 3 per cent.

On deposits to 30 days' notice..... 4 per cent.

On deposits to 90 days' notice..... 5 per cent.

On deposits to 180 days' notice..... 6 per cent.

On deposits to 270 days' notice..... 7 per cent.

On deposits to 360 days' notice..... 8 per cent.

On deposits to 450 days' notice..... 9 per cent.

On deposits to 540 days' notice..... 10 per cent.

On deposits to 630 days' notice..... 11 per cent.

On deposits to 720 days' notice..... 12 per cent.

On deposits to 810 days' notice..... 13 per cent.

On deposits to 900 days' notice..... 14 per cent.

On deposits to 990 days' notice..... 15 per cent.

On deposits to 1080 days' notice..... 16 per cent.

On deposits to 1170 days' notice..... 17 per cent.

On deposits to 1260 days' notice..... 18 per cent.

On deposits to 1350 days' notice..... 19 per cent.

On deposits to 1440 days' notice..... 20 per cent.

On deposits to 1530 days' notice..... 21 per cent.

On deposits to 1620 days' notice..... 22 per cent.

On deposits to 1710 days' notice..... 23 per cent.

On deposits to 1800 days' notice..... 24 per cent.

On deposits to 1890 days' notice..... 25 per cent.

On deposits to 1980 days' notice..... 26 per cent.

On deposits to 2070 days' notice..... 27 per cent.

On deposits to 2160 days' notice..... 28 per cent.

On deposits to 2250 days' notice..... 29 per cent.

On deposits to 2340 days' notice..... 30 per cent.

On deposits to 2430 days' notice..... 31 per cent.

On deposits to 2520 days' notice..... 32 per cent.

On deposits to 2610 days' notice..... 33 per cent.

On deposits to 2700 days' notice..... 34 per cent.

On deposits to 2790 days' notice..... 35 per cent.

On deposits to 2880 days' notice..... 36 per cent.

On deposits to 2970 days' notice..... 37 per cent.

On deposits to 3060 days' notice..... 38 per cent.

On deposits to 3150 days' notice..... 39 per cent.

On deposits to 3240 days' notice..... 40 per cent.

On deposits to 3330 days' notice..... 41 per cent.

On deposits to 3420 days' notice..... 42 per cent.

On deposits to 3510 days' notice..... 43 per cent.

On deposits to 3600 days' notice..... 44 per cent.

On deposits to 3690 days' notice..... 45 per cent.

On deposits to 3780 days' notice..... 46 per cent.

On deposits to 3870 days' notice..... 47 per cent.

On deposits to 3960 days' notice..... 48 per cent.

On deposits to 4050 days' notice..... 49 per cent.

On deposits to 4140 days' notice..... 50 per cent.

On deposits to 4230 days' notice..... 51 per cent.

On deposits to 4320 days' notice..... 52 per cent.

On deposits to 4410 days' notice..... 53 per cent.

On deposits to 4500 days' notice..... 54 per cent.

On deposits to 4590 days' notice..... 55 per cent.

On deposits to 4680 days' notice..... 56 per cent.

On deposits to 4770 days' notice..... 57 per cent.

On deposits to 4860 days' notice..... 58 per cent.

On deposits to 4950 days' notice..... 59 per cent.

On deposits to 5040 days' notice..... 60 per cent.

On deposits to 5130 days' notice..... 61 per cent.

On deposits to 5220 days' notice..... 62 per cent.

On deposits to 5310 days' notice..... 63 per cent.

On deposits to 5400 days' notice..... 64 per cent.

On deposits to 5490 days' notice..... 65 per cent.

On deposits to 5580 days' notice..... 66 per cent.

On deposits to 5670 days' notice..... 67 per cent.

On deposits to 5760 days' notice..... 68 per cent.

The Standard

AND RIVER PLATE NEWS.

No. 5,895

BUENOS AIRES—THURSDAY, JANUARY 26, 1882

21st Year.

Banco de Italia

RIO DE LA PLATA.
98 Calle Piedad 98

Capital en oro efectivo..... \$1,500,000

Fondo de reserva y provision..... \$1,000,000

Reserva para el pago de la deuda..... \$1,000,000

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THE ENGLISH BANK

OF THE RIVER PLATE LTD.

Temporary Premises

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Authorized Capital £1,500,000

Subscribed £1,000,000

Reserve Fund £1,000,000

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EDITOR'S TABLE.

Tuesday's supreme heat was only equalled by Tuesday night's supreme rain. Such a deluge, and how welcome! The suburbs were flooded yesterday morning, but parched Mother Earth seemed to have relished it all, and lapped up the floods before evening. The temperature was 28 degrees lower than on Tuesday, and everybody looked as if his life had been saved. Some of our meteorological subscribers say that Tuesday was a nice cool day, compared to what is in store for us in February.

The no-stomach-to-night nuisance deprived merchants yesterday of their letters by the Valparaiso. We suppose the mails will be up this morning. The news telegraphed shows that European politics are getting mixed again, and a row may not be far distant: Russia preparing for war and abusing Germany; Bismarck looking calmly on, conscious of strength, while taking the Pope and the Sultan simultaneously under his wing. The Sick Man, seeing for so interesting an exhibition, his book, is following on Austria for an alliance, while the newest of the Great Powers, Italy, seems rather uncertain as to the side on which her bread is buttered. Meanwhile France and England act together in Egypt and seem to be drawing closer to each other in anticipation of events. The Eastern Question is coming to the front again as sure as a gun, and Bismarck means to mix the Papal Question with it, to give it a stronger flavor this time.

We publish in our Supplement an interesting letter from our Paris correspondent about the Tunisian Question and the lady at the bottom of it. We learn from another correspondence that this famous Tunisian diplomat in petitions had all the foreign Consuls-General in Tunis at her feet, but the gay and festive Gaul, M. Roustan, cut them all out and secured her services for France. The fun of the thing is, that this lovely Tunisian is fifty-three years of age, but still as handsome as Ninon de l'Enclos was at 80. This is a queer world, and Tunis a queer part of it.

There was nothing going on at the Exhibition yesterday morning when Flores d'Arce-bread men were coming into town. The place looked washed out, and had pools of water all around it where the footways ought to be, and will be, inside, some men were hammering away. The Internal Committee are now installed in Plaza Ocho and have called on all exhibitors to occupy their space at once, and get about arranging their goods. The Foreign Section Committee, under Mr. Rullon Varela, are also working hard. Bickert's Beer Grotto will be commenced at once. The chances seem to improve daily as to every thing being at least in tolerable order for the 15th prox, but it will be a tremendously hard push.

Another Municipal report this time on the state of the train lines all over town. Every one of them seems to be in about as bad a condition as it possibly could be, but no wonder, when the carts are allowed to destroy the lines. In any other country the companies would get damages against the Municipality from the tribunals. Tramway travelling yesterday was a caution, the rain, the new paving going on, the mud, the basura carts, etc., etc., causing stoppages or "offs" in almost every square. Many passengers, driven to desperation, tore out their hair in quantities that even Barry Trifoglio could not restore under a year.

The Industrial publishes a letter stating that the reported splendid crop of wheat at the Arenales Colony is all gammon. The little wheat they had was all burnt up by the sun. The writer says that other cereals grow well in the Chaco, but the climate is too hot for wheat growing.

Another British institution gone. We much regret to read in another column that the United Club will go into liquidation at the end of the month. 'Sic transit.' It was a pleasant and useful association. The flourishing Literary Society is still left us, thank goodness.

The Rev. James W. Fleming will preach on Sunday next in San Salvador's school-room at Quilmes, at 4 p.m.

The fire in the church at Warsaw was caused by a pick-pocket being caught in the act by a lady; she screamed, and the fellow, in order to create confusion and escape, shouted fire! The result was 40 people killed, the town almost sacked, and half the Jews in it ruined.

The peripatetic Chief of Camp Police, Mr. Dantas, will be off South again tomorrow. The terrible state of locomotion of this functionary shows undoubted zeal, but the good results of it are as yet to come.

We see that the Municipality has decided to take an action at law against an evening colleague for saving something about 'causa.' We never hear of a case of this kind without recalling our own victorious legal tussle with the City Corporation some 18 years ago. The action taken against the Standard was for some perfectly harmless comparison

ON 'CHANCE.'

Comandante General de Marina y Capitan del Puerto.

Montevideo, 26 de 13.

El undersigned Master of the British ship San Carlos, hereby certifies, that when

Capt. Santa Maria and board for Hampton

road, U. S., but vessel being in distress, was

standing and on, waiting for a pilot to

lead the vessel into port. On the 12th inst,

the pilot cutter, Elia, bore down on us and

hauled the vessel in, and finding Mr. Santa

Maria, and his crew, in a state of distress,

he did not enter satisfaction. The pilot

and his crew, very anxious, and the

San Carlos, a true pilot. O. W. WILSON

Pub. Trans.

The Sales at auction were—

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REMA TE

Baltar & Quesada

Dos Leguas de Campo

EN

JUAREZ

CAMPO SUPERIOR

Conocido por el Fortín Las

Saladas

Lindando con la Totorá

Pastos Inmejorables

Agua de primer orden

El ferrocarril de Bahía Blanca

pasará inmediato a

EN LOS CAMPOS

En nuestra casa San Martín 61

Base de venta \$111 m la hectarea

El Martes 31 de Enero

A las 2 en punto

Procederemos a vender por orden y cuenta

de un dueño, diez y ocho hectareas, una

fracción de campo situado en el partido de

Juarez, conocido por el Fortín Las Saladas,

campo que servía para el cultivo de las

terceras y abundantes pastos de esta zona.

La legua linda con la Totorá y el agua po-

table y de a cuatro por 6, poseo ventientes

de primer orden y no se ha visto nunca, sea

además de esta en el partido de campo, la

Totorá, existe otra legua de importancia.

Esta campo linda con la Totorá, San Sta.

María, Mariano Rodríguez, Zabalá, Bernardo

Arzaga, José María Nolas, Pedro Riza y Le-

liamos la atención sobre el bajo precio

que se vende al año 75 en mayor

precio que el fidejazo por este, además re-

comienza al público la venta de las ter-

ceras de Jara por la cual se ha obtenido a razón

de 1,600,000 por legua.

La galera que va del Antel a Bahía Blanca

para por la Totorá que esta dentro

del campo del Sr. Santa María linda al río

ochofueras.

Quedan con a pagar 4 letras al Gobierno

por valor de 20,000 \$ cada una.

Por planes y más datos a nuestra casa,

San Martín 61.

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family not only for its proximity to the Capital, but also for its position in the rising town of San Martín, and the great advantage of the title deeds are in perfect order, and can be examined at our house, San Martín 61.

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FOR A Bullrich y Ca.

78-ALINA-78

50 vacas y va-

quillonas

3/4 y 7/8 Sangre

10 TOROS 7/8

1516 Sangre Durham

Un toro puro

POLIPHERO

IMPORTADO

Procedentes de San Martín

Por cuenta del Sr. Don Vicente L.

Casares

En la misma propiedad.

El Domingo 1 de Febrero, a las 5 p.m.

Por orden del Directorio del Establecimiento

procederá a rematar la masa a la postura

que se ha comprado en el artículo 20 de la

Ley Orgánica del Banco.

El Banco se reserva el derecho de rescindir

la venta si el comprador no entrega el importe

de la liquidación en la Secretaría del Banco

antes del día de remate. Pasado este, no se oirá ningún

reclamo sobre el particular.

Los interesados que quieran examinar los

títulos de esta propiedad, pueden hacerlo con-

curriendo a la Secretaría del Banco, antes del día

de remate. Pasado este, no se oirá ningún

reclamo sobre el particular.

Por mas pormenores ocurrir a la Secretaría

del Banco de 10 de la mañana a 4 de la tarde

de remate.

En la misma propiedad.

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del Directorio para cancelar el crédito

concedido en la Ley Orgánica del Banco

quien no habiendo cumplido las con-

diciones bajo las que se otorgó el crédito,

se halla comprendido en el artículo 20 de la

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TERRIBLE
STEAMER COLLISION AT CORK

On Sunday night a fatal collision took place in Cork Harbour between the Cunard mail steamer *Catalonia* and the Dundee barque *Heleuslea*, resulting in the foundering of the latter and the loss of nine of her crew. The *Catalonia* had just set out on her voyage for New York, having on board about thirty cabin and seventy steerage passengers, together with the mails. She quitted her moorings about a quarter to five o'clock, and the tender left her within ten minutes after, when she was a short distance off Roaches Point. The collision occurred within a quarter of an hour afterwards, with the result above stated.

At the outset it should be said that there is an utter variance in the accounts supplied by either side. That given by the Cunard representatives is that the *Catalonia* was proceeding on her course to New York by the eastward channel. A few minutes after five o'clock she sighted a large barque coming in directly towards her. The steamer was then three-quarters of a mile west-south-west of Roaches Point. Observing the rule of the road in such cases, the *Catalonia* ported her helm, and seemed certain to clear the barque, when the latter suddenly sheered round, bringing herself across the bows of the steamer. A collision was then inevitable, but the order to back full speed was given, and was obeyed readily. Before it effected the way of the *Catalonia* she struck the barque immediately abait the fore-rigging cutting her down far below the water line, and penetrating a considerable depth into her hold. The utmost panic and confusion ensued on board the barque, and the crew were observed endeavouring to clamber up the bow of the steamer, but she stood to high, so that there was no relief in that direction. Orders were at once given by Captain Gill, of the *Catalonia*, to launch the boats, and three were over the side and manned in a short time. They found various members of the crew swimming about and holding on to the wreckage, and succeeded after an exhaustive search, in rescuing seventeen, including the pilot. Those on board the steamer say that the barque had no light burning.

The master and 16 men were saved. The chief officer, the second officer and 8 others perished. All the survivors were brought on board the *Catalonia*, which returned to harbour. She has lost her topmast, and sustained severe injuries to her bows. Her collision compartment is completely smashed in, and there is a hole in her port bow. She makes some water, but it is intended to repair her sufficiently here to go back to Liverpool. Her mails will be transferred to the Inman steamer *City of Brussels*, which sails on Wednesday.

The version of the collision given by Captain Barry, of the *Heleuslea*, is as follows. He was entering the harbour shortly after five o'clock, with a west-south-west wind, and in a flood tide, his vessel taking the western channel. It was getting dark at the time, and lights had been burning for some hours before. As he was approaching, he saw a large steamer coming out of the channel. She ported as she neared him, driving him towards the shore. Immediately after she struck him with tremendous force abait the fore-rigging at the starboard side. The bows of the *Catalonia* penetrated several feet into the hold of the *Heleuslea*, and with the great speed she had on turned her on her starboard side. Captain Barry ordered the boats to be launched, but before any of them could be well free the barque went down. The captain was standing on the poop when she foundered, and he had a narrow escape of being killed by falling rigging. He, however, when he found himself in the water kept afloat on a piece of wreckage till he was picked up.

The pilot, David Sullivan, of Ballycotton, a man sixty-eight years of age, said that by the course the *Catalonia* took he thought she was trying to turn into the western channel, so as to return to the harbour. After the collision and seeing the barque sinking he got up into the main rigging, thinking that when she went down her mast would be over the water. He found, however, that she was completely 'bowed over' on her side, and he was pitched into the sea. He swam for some time till he met a boat, to which he held on until he was picked up by the *Catalonia*. At the time of the collision, he says, every one was on deck, and all would have been saved if they had time to launch their own boats, but the tremendous rent which the *Catalonia* made in the *Heleuslea's* starboard side let in the sea in tons, and then the tilting of her over left no chance for working at the boats.

It may be observed that the loss of life would have been far greater had it happened at any other time than on Christmas Day. The great festival is observed as a holiday by all the people who make their living by the shipping, such as sailors, shoemakers, and butchers, and the *Heleuslea* was not boarded as she would have been by these different tradesmen in pursuit of orders from the crew after their long voyage.

The barque lies a cable and a half south-west of the western harbour rock-buoy, in eight fathoms of water at low tide.

The *Catalonia*, Captain Gill, is 4650 tons registered, and is one of the latest additions to the fleet of the Cunard Company. She was launched this year, and this was her third outward voyage to New York.

The *Heleuslea* is an iron barque of 1248 tons. She was built in Dundee for the owners, Messrs Alexander Stephen and Sons, in 1879. She had a cargo of 1700 tons of wheat. The total loss is estimated at £70,000.

PARIS LETTER

THE ROUSTAN SCANDAL
(From our Ocea Correspondent)

December 26th

Helen lost Troy and Madame Elias at Tunisia; it is a maxim, that a Paris jury never convicts for the Government of the day. In the case of *Roustan versus Roustan*, the jury found for the latter, influenced, not by any direct evidence that Consul Roustan had participated in the opium bribery and corruption reigning in the 'milieu' in which he lived, but that he dragged the honor and influence of France through an endless mire of filth, selected fictions for his agents, and allowed himself to be made, at least, the cat's paw of rapacious schemers. It is the Government of Waddington and St. Hilaire that have been condemned, and not a few splashes of the mud reach Gambetta, indirectly. The first day's trial was favorable to Roustan, but as the troubled water was deeper stirred, his imprudence became manifest and his associations indefensible. Neither a jury nor Franco could cover the immoralities laid bare.

The Helen was Madame Elias, the wife of a general cashiered for robbery; she was very friendly with M. Roustan, 'le plus heureux des trois'; he visited her twice a day, and on these occasions the husband generally called on his brother-in-law, an individual also condemned, for example; these two black sheep were the head officials in the French Consulate, and Roustan even went the length of obtaining the Cross of the Legion of Honor for General Elias, an old, kind of Bayard. Madame Elias made the rule and the sunshine with the French Consul; when French influence was necessary to carry a job, the interested, to succeed, had only to arrange with Madame the amount of the 'pot au feu' or bribe. She, besides being a beauty, as Ferdinand de Lesseps testified, a kind of Cleopatra, kept a keen eye on the main chance; one poor devil arranged with her for 4000 piasters; she demanded French money, so he had to buy up all the silver five-franc pieces, and when ready, three porters carried the sacks of crowns to Aspasia. 'Ab un disco omnes'.

Roustan's counsel said, that if his client were found guilty of the charges preferred against him by Roustan, he merited to be shot like a dog at the first street corner. Roustan is a doleful nor to die; he will perhaps not even be persecuted. Roustan's lawyer, Gaudin, is the inner cousin member of the Bar, and as a deputy, famous for his homely wit. He made a profound impression by his short address, asserting that had the press been free under the Empire, and a writer existed with the courage of Rochefort to denounce the nefarious swindle that led to the Mexican expedition, neither that expedition might have taken place, nor the invasion of Germany with all its woes, later.

Daudet in his novel of the *Nabab*, has almost photographed the state of society revealed by the trial. Only think that the Italian Consul, Maccio, and Roustan, became bitter enemies, in consequence of Madame Maccio, a virtuous lady, declining to receive Mme Elias, and from the diplomatic log-roller that followed, a general war was possible. Since his first election as President of the Chamber, some four years ago, Gambetta has ceased to be formally associated with the *Republique Francaise*, the journal he founded but has not the less ever since received his inspirations. Well, that paper had employed a barrister struck off the rolls, to write down Tunisian stocks; the war was also urged by the same journal; wide-awake folks bought stock at a low figure, and when it rose 100 per cent on France seizing the Regency, they sold out. Gambetta as usual has been here again found in bad company. But he cannot out his tail by a single chop.

It has been clearly shown, that since the Berlin Congress, France had resolved upon taking Tunisia; that M. Waddington's boast about being a diplomatist of clean hands, was all a farce; the Kroumirs were a pretext, and the entourage of Roustan a scandalous spectacle. It is now known that French influence could have been upheld without the expenditure of a man or a franc. The late Government committed a blunder in ordering Roustan to take an action against Rochefort for defamation.

M. Legouve is the most charming 'censeur', which is not the same as speaker or orator, in France. Recently he presided at a meeting to

raise funds to support a night refuge for destitute, but moral women; he not only drew tears from eyes, but money from pockets; ladies handed in jewellery on the spot, and others converted their visiting cards into 'I.O.U.'s.' He related one atrocious act of woman's inhumanity to woman; a teacher aged 25, respectable, educated and virtuous, was last Easter requested by the head of a Young Ladies Boarding School outside Paris, to leave during the fortnight's vacation, as she did not desire to feed her, but to return when the classes reopened; she left with her quarters' salary of 30 francs, putting up at a humble hotel, she was grossly insulted, when she fled to the Refuge for shelter. Every evening an address is read to the inmates, inviting them to have courage, and hope, to learn to labor and to wait.

The Society against cruelty to animals demands protection itself; it consists of 2,000 members, and its board of direction consists of ladies and gentlemen of all ranks and creeds; the Society, after paying all expenses, puts by for the rainy day 10,000 francs a year. The directors decline all remuneration; this self-denial is viewed as a capital sin, and quite a war wages to eject them, and fill up vacancies with salaried functionaries. There is room to nominate paid inspectors who will keep a sharp eye on the brutes that adumbrably whip and kick overladen horses or animals only fitted for the knacker's yard. The Society ought to post up the convictions it accrues for ill treatment to animals. Never did I see such on a boarding in my life. The Society is often asked some droll questions, as for example, 'is a famishing paterfamilias, who has no objection to eat cat knowing as rabbit, to be indicted for converting a poor puss into a ragout?' The Society has M. Brown-Segaud under surveillance; that physiologist now crushes the heads of live dogs, to ascertain how long the spinal marrow will whisper what it feels of the contre-coup.

Banco Nacional.

En cumplimiento del Art. 6.º de los Estatutos se convoca a los Sres. Accionistas del Banco Nacional para la Asamblea General ordinaria que tendrá lugar el Lunes 30 del corriente en el local del Establecimiento a las 2 de la tarde.

Los Sres. Accionistas podran concurrir a la Secretaría del Banco a recibir un boleto de entrada desde el 20 hasta el 28 inclusive, presentandose con las acciones al portador debidamente depositadas en el Banco antes del dia 20 para obtener la boleta conforme a lo determinado en el Art. 6.º de los Estatutos, y en fin para las acciones Nominales o depositadas en el Banco de España, a las 3 de la tarde en el local del Establecimiento, advirtiendose que las acciones de la Asamblea sean validas cualesquiera que sea el numero de acciones que presente.

Advertencia: Finalmente se despacha de los cuartos de la tarde del dia 25 no se despacha boleta alguna y que sin esta no se permitira la entrada a la Asamblea.

De. Aires, Enero 3 de 1882.

EL DIRECTOR.

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North British and
MercantileInsurance Company
ESTABLISHED 1809.Resources of the Company as at
31st Dec. 1880.

I. Subscribed Capital—
Paid-up..... £ 500,000 0 0
Unpaid..... £ 1,000,000 0 0
£ 1,500,000 0 0

II. Fire Fund—
Reserve..... £ 844,576 10 11
Premium Reserve..... £ 317,057 10 10
Balance of Profit and Loss..... £ 39,608 9 2
£ 1,191,241 5 11

III. Life Fund—
Accumulated Fund of the
Life Branch..... £ 3,038,833 14 2
Do Annuity Branch..... £ 351,273 10 12
£ 3,390,107 13 4

IV. Revenue for the year
1880—
Fire Branch—Premiums and
Interest..... £ 1,013,900 9 0
Life and Annuity Branches—
Premiums and Interest..... £ 464,399 18 6
£ 1,478,299 7 6

Agents
BAIES STOKES & Co.
79—Main—79

The Netherlands,
Fire Insurance Company,
ZUTPHEN (HOLLAND)
Established in 1846
Capital, 2,000,000 florins.

Agent in the River Plate:
J. DE BOER
Calle San Martin 73, s/ºs,
BUENOS AIRES.

Fire risks taken at moderate rates, and the
Agent has full power to sign policies and
settle losses without having to refer to the
Head Office.

La Fonciere
Marine Insurance Company
Capital 25,000,000 Francs.
Accepts sea and river risks on merchandise at
moderate rates.
Company's Head Office in Paris
AGENT
In Buenos Aires
F. CHRISTOPHERSEN
161—CALLE SAN MARTIN—161.
Agent in Montevideo
A. BENYAUSSIE.

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A. BENYAUSSIE.

Fire risks taken at moderate rates, and the
Agent has full power to sign policies and
settle losses without having to refer to the
Head Office.

La Fonciere
Marine Insurance Company
Capital 25,000,000 Francs.
Accepts sea and river risks on merchandise at
moderate rates.
Company's Head Office in Paris
AGENT
In Buenos Aires
F. CHRISTOPHERSEN
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FERRO-CARRIL DEL SUB
FERRO-CARRIL DE BUENOS AIRES Y PUERTO DE LA ENSEADA
Y LOS TRAMWAYS DE LA "COMPAÑIA CIUDAD DE BUENOS AIRES"
Desde el 16 de Setiembre, 1881, y hasta otro tanto, el servicio de los Trams será como sigue:

Linea	Salida	Arribo	Salida	Arribo
1.º	7.00	7.15	7.30	7.45
2.º	7.15	7.30	7.45	8.00
3.º	7.30	7.45	8.00	8.15
4.º	7.45	8.00	8.15	8.30
5.º	8.00	8.15	8.30	8.45
6.º	8.15	8.30	8.45	9.00
7.º	8.30	8.45	9.00	9.15
8.º	8.45	9.00	9.15	9.30
9.º	9.00	9.15	9.30	9.45
10.º	9.15	9.30	9.45	10.00
11.º	9.30	9.45	10.00	10.15
12.º	9.45	10.00	10.15	10.30
13.º	10.00	10.15	10.30	10.45
14.º	10.15	10.30	10.45	11.00
15.º	10.30	10.45	11.00	11.15
16.º	10.45	11.00	11.15	11.30
17.º	11.00	11.15	11.30	11.45
18.º	11.15	11.30	11.45	12.00
19.º	11.30	11.45	12.00	12.15
20.º	11.45	12.00	12.15	12.30
21.º	12.00	12.15	12.30	12.45
22.º	12.15	12.30	12.45	1.00
23.º	12.30	12.45	1.00	1.15
24.º	12.45	1.00	1.15	1.30
25.º	1.00	1.15	1.30	1.45
26.º	1.15	1.30	1.45	2.00
27.º	1.30	1.45	2.00	2.15
28.º	1.45	2.00	2.15	2.30
29.º	2.00	2.15	2.30	2.45
30.º	2.15	2.30	2.45	3.00
31.º	2.30	2.45	3.00	3.15
32.º	2.45	3.00	3.15	3.30
33.º	3.00	3.15	3.30	3.45
34.º	3.15	3.30	3.45	4.00
35.º	3.30	3.45	4.00	4.15
36.º	3.45	4.00	4.15	4.30
37.º	4.00	4.15	4.30	4.45
38.º	4.15	4.30	4.45	5.00
39.º	4.30	4.45	5.00	5.15
40.º	4.45	5.00	5.15	5.30
41.º	5.00	5.15	5.30	5.45
42.º	5.15	5.30	5.45	6.00
43.º	5.30	5.45	6.00	6.15
44.º	5.45	6.00	6.15	6.30
45.º	6.00	6.15	6.30	6.45
46.º	6.15	6.30	6.45	7.00
47.º	6.30	6.45	7.00	7.15
48.º	6.45	7.00	7.15	7.30
49.º	7.00	7.15	7.30	7.45
50.º	7.15	7.30	7.45	8.00
51.º	7.30	7.45	8.00	8.15
52.º	7.45	8.00	8.15	8.30
53.º	8.00	8.15	8.30	8.45
54.º	8.15	8.30	8.45	9.00
55.º	8.30	8.45	9.00	9.15
56.º	8.45	9.00	9.15	9.30
57.º	9.00	9.15	9.30	9.45
58.º	9.15	9.30	9.45	10.00
59.º	9.30	9.45	10.00	10.15
60.º	9.45	10.00	10.15	10.30
61.º	10.00	10.15	10.30	10.45
62.º	10.15	10.30	10.45	11.00
63.º	10.30	10.45	11.00	11.15
64.º	10.45	11.00	11.15	11.30
65.º	11.00	11.15	11.30	11.45
66.º	11.15	11.30	11.45	12.00
67.º	11.30	11.45	12.00	12.15
68.º	11.45	12.00	12.15	12.30
69.º	12.00	12.15	12.30	12.45
70.º	12.15	12.30	12.45	1.00
71.º	12.30	12.45	1.00	1.15
72.º	12.45	1.00	1.15	1.30
73.º	1.00	1.15	1.30	1.45
74.º	1.15	1.30	1.45	2.00
75.º	1.30	1.45	2.00	2.15
76.º	1.45	2.00	2.15	2.30
77.º	2.00	2.15	2.30	2.45
78.º	2.15	2.30	2.45	3.00
79.º	2.30	2.45	3.00	3.15
80.º	2.45	3.00	3.15	3.30
81.º	3.00	3.15	3.30	3.45
82.º	3.15	3.30	3.45	4.00
83.º	3.30	3.45	4.00	4.15
84.º	3.45	4.00	4.15	4.30
85.º	4.00	4.15	4.30	4.45
86.º	4.15	4.30	4.45	5.00
87.º	4.30	4.45	5.00	5.15
88.º	4.45	5.00	5.15	5.30
89.º	5.00	5.15	5.30	5.45
90.º	5.15	5.30	5.45	6.00
91.º	5.30	5.45	6.00	6.15
92.º	5.45	6.00	6.15	6.30
93.º	6.00	6.15	6.30	6.45
94.º	6.15	6.30	6.45	7.00
95.º	6.30	6.45	7.00	7.15
96.º	6.45	7.00	7.15	7.30
97.º	7.00	7.15	7.30	7.45
98.º	7.15	7.30	7.45	8.00
99.º	7.30	7.45	8.00	8.15
100.º	7.45	8.00	8.15	8.30

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6.º	8.15	8.30	8.45	9.00
7.º	8.30	8.45	9.00	9.15
8.º	8.45	9.00	9.15	9.30
9.º	9.00	9.15	9.30	9.45
10.º	9.15	9.30	9.45	10.00
11.º	9.30	9.45	10.00	10.15
12.º	9.45	10.00	10.15	10.30
13.º	10.00	10.15	10.30	10.45
14.º	10.15	10.30	10.45	11.00
15.º	10.30	10.45	11.00	11.15
16.º	10.45	11.00	11.15	11.30
17.º	11.00	11.15	11.30	11.45
18.º	11.15	11.30	11.45	12.00
19.º	11.30	11.45	12.00	12.15
20.º	11.45	12.00	12.15	12.30
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22.º	12.15	12.30	12.45	1.00
23.º	12.30	12.45	1.00	1.15
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25.º	1.00	1.15	1.30	1.45
26.º	1.15	1.30	1.45	2.00
27.º	1.30	1.45	2.00	2.15
28.º	1.45	2.00	2.15	2.30
29.º	2.00	2.15	2.30	2.45
30.º	2.15	2.30	2.45	3.00
31.º	2.30	2.45	3.00	3.15
32.º	2.45	3.00	3.15	3.30
33.º	3.00	3.15	3.30	3.45
34.º	3.15	3.30	3.45	4.00
35.º	3.30	3.45	4.00	4.15
36.º	3.45	4.00	4.15	4.30
37.º	4.00	4.15	4.30	4.45
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39.º	4.30	4.45	5.00	5.15
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41.º	5.00	5.15	5.30	5.45
42.º	5.15	5.30	5.45	6.00
43.º	5.30	5.45	6.00	6.15
44.º	5.45	6.00	6.15	6.30
45.º	6.00	6.15	6.30	6.45
46.º	6.15	6.30	6.45	7.00
47.º	6.30	6.45	7.00	7.15
48.º	6.45	7.00	7.15	7.30
49.º	7.00	7.15	7.30	7.45
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51.º	7.30	7.45	8.00	8.15
52.º	7.45	8.00	8.15	8.30
53.º	8.00	8.15	8.30	8.45
54.º	8.15	8.30	8.45	9.00
55.º	8.30	8.45	9.00	9.15
56.º	8.45	9.00	9.15	9.30
57.º	9.00	9.15	9.30	9.45
58.º	9.15	9.30	9.45	10.00
59.º	9.30	9.45	10.00	10.15
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62.º	10.15	10.30	10.45	11.00
63.º	10.30	10.45	11.00	11.15
64.º	10.45	11.00	11.15	11.30
65.º	11.00	11.15	11.30	11.45
66.º	11.15	11.30	11.45	12.00
67.º	11.30	11.45	12.00	12.15
68.º	11.45	12.00	12.15	12.30
69.º	12.00	12.15	12.30	12.45
70.º	12.15	12.30	12.45	1.00
71.º	12.30	12.45	1.00	1.15
72.º	12.45	1.00	1.15	1.30
73.º	1.00	1.15	1.30	1.45
74.º	1.15	1.30	1.45	2.00
75.º	1.30	1.45	2.00	2.15
76.º	1.45	2.00	2.15	2.30
77.º	2.00	2.15	2.30	2.45
78.º	2.15	2.30	2.45	3.00
79.º	2.30	2.45	3.00	3.15
80.º	2.45	3.00	3.15	3.30
81.º	3.00	3.15	3.30	3.45
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88.º	4.45	5.00	5.15	5.30
89.º	5.00	5.15	5.30	5.45
90.º	5.15	5.30	5.45	6.00
91.º	5.30	5.45	6.00	6.15
92.º	5.45	6.00	6.15	6.30
93.º	6.00	6.15	6.30	6.45
94.º	6.15	6.30	6.45	7.00
95.º	6.30	6.45	7.00	7.15
96.º	6.45	7.00	7.15	7.30
97.º	7.00	7.15	7.30	7.45
98.º	7.15	7.30	7.45	8.00
99.º	7.30	7.45	8.00	8.15
100.º	7.45	8.00	8.15	8.30

CORSEES FINOS
TODAS LAS FORMAS DE MODA
TODAS LAS CLASES
SE ENCUENTRAN EN NUESTRA CASA
SE ENCUENTRAN EN NUESTRA CASA
38 PERU 38
A LA CIUDAD DE LONDRES

DEPOSITO
MOTORES Y MAQUINAS DE
AGRICULTURA
981 CALLE RIVADAVIA 981

DEPOSITO
MOTORES Y MAQUINAS DE
AGRICULTURA
981 CALLE RIVADAV